

CHAPTER 1. GENERAL CONSIDERATIONS

1.01 Shortened Designation: These King County Road Standards will be cited routinely in the text as the "Standards."

1.02 Applicability: **These** Standards shall apply prospectively to all newly constructed road and right-of-way facilities, both public and private, within King County. In the event of conflict with the current short subdivision code, K.C.C. Chapter 19.26, these Standards shall control.

The Standards apply to modifications of roadway features of existing facilities which are within the scope of reconstructions, required off-site road improvements for land developments, **or capital** improvement projects when so required by King County or to the extent they are expressly referred to in project plans and specifications. **These** Standards are not intended to apply to "resurfacing, restoration, and rehabilitation" projects as those terms are defined in the Local Agency Guidelines, WSDOT, as amended; however, the Engineer may at his discretion consider the Standards as optional goals.

The Standards shall apply to every new placement and every planned, non-emergency **repl**acement of existing utility poles and other utility structures within the King County right-of-way.

1.03 Responsibility to Provide Roadway Improvements:

- A. Any land development which will impact the service level, safety, or operational efficiency of serving roads or is required by other County code or ordinance to improve such roads shall improve those roads in accordance with these Standards. The extent of off-site improvements to serving roads shall be based on an assessment of the impacts of the proposed land development by the Reviewing Agency.
- B. Any land development abutting and impacting existing roads shall improve the frontage of those roads in accordance with these Standards. The extent of improvements shall be based on an assessment of the impacts of the proposed land development by the Reviewing Agency. Urban residential short plats creating only one additional lot to a tax lot with an existing dwelling unit are exempt from providing urban type street improvements but are subject to shoulder improvements as specified in Section 3.07 provided these improvements are consistent with the surrounding roads.
- C. Any land development that contains internal roads shall construct or improve those roadways to these Standards.
- D. **It** is the County's practice that **it** will not allow subdivisions to be recorded unless there exists a recorded continuous public access to the subdivision except as provided for in Section 2.06. Nor will the County accept a road for maintenance until the road is directly connected to a County or other **publicly** maintained road.

- E. All road improvement and development projects shall include pedestrian access as a part of the design. Where existing roadways are to be modified, pedestrian facilities shall be as described in Sections 3.02, 3.07, 3.08 or 3.09.

1.04 General References: The Standards implement and are intended to be consistent with:

- A. ~~Home~~ Rule Charter for King County, approved by the electorate on November 5, 1968; specifically subsection **920.20.10**.
- B. King County Code, as amended, including:
 - Title 9, Surface Water Management
 - Title 14, Roads and Bridges
 - Title 16, Building and Construction Standards
 - Title 17, Fire Code
 - Title 19, Subdivisions
 - Title 20, Planning
 - Title 21, Zoning
 - Titles 46 and 47, Traffic
- C. **Implementing guidelines** on drainage prepared by Surface Water Management Division, King County Department of **Public Works**, and hereafter referred to as the "Surface Water Design Manual."
- D. King County Comprehensive Plan 1985, as updated.
- E. King County Transportation Plan, current edition.
- F. Affordable Housing Policy Plan.
- G. Adopted Community Plans.
- H. King County Regional Trails Plan.
- I. King County Non-Motorized Transportation Plan.
- J. King County Capital Improvement Program, as amended.
- K. King County Parks and Open Space Plan 1986.
- L. King County Specifications for Off-Street Parking.
- M. King County adopted Basin Control Plans.
- N. King County Flood Hazard Plan, when adopted.

- 1.05 WSDOT/APWA Documents as Primary Design and Construction References: Except where these Standards provide otherwise, design detail, construction workmanship, and materials shall be in accordance with the following publications produced separately by Washington State Department of Transportation (WSDOT), or jointly by WSDOT and Washington State Chapter of American Public Works Association (APWA).
- A. WSDOT/APWA Standard Specifications for Road, Bridge, and Municipal Construction, as adopted by King County, current edition as amended. These will be referred to as the "WSDOT/APWA Standard Specifications."
 - B. The WSDOT/APWA Standard Plans for Road and Bridge Construction, to be referred to as the "WSDOT/APWA Standard Plans," current edition as amended.
 - C. WSDOT Design Manual, current edition as amended.
 - D. City and County Design Standards for the Construction of Urban and Rural Arterial and Collector Roads, adopted per RCW 35.78.039 and RCW 43.32.020, May 24, 1989, current edition as amended.
- 1.06 Other Specifications: The following shall be applicable when pertinent, when specifically cited in the Standards or when required by state or federal funding authority.
- A. Local Agency Guidelines, WSDOT, as amended.
 - B. Guidelines for Urban Arterial Program, WSDOT, as amended.
 - C. Design criteria of federal agencies including the Federal Housing Administration, Department of Housing and Urban Development; and the Federal Highway Administration, Department of Transportation.
 - D. A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO), 1984, or current edition when adopted by WSDOT.
 - E. Standard Specifications for Highway Bridges, adopted by AASHTO, current edition.
 - F. U. S. Department of Transportation Manual on Uniform Traffic Control Devices, "MUTCD", as amended and approved by Washington State Department of Transportation, current edition.
 - G. Guide for the Development of Bicycle Facilities, adopted by AASHTO, current edition.
 - H. Associated Rockery Contractors, Standard Rock Wall Construction Guidelines.
 - I. American Society for Testing and Materials (ASTM).
- 1.07 Road Plans: Plans for roads and road drainage shall be prepared and submitted consistent with these Standards and in accordance with administrative rule published by the Director, Department of Public Works. These requirements shall apply to public or private roads whether constructed by private party or

public agency. Subject to review, the Reviewing Agency may waive plan requirements, wholly or in part, based on the following criteria:

A. For improvements to existing roads **if**:

1. No more than 5,000 square feet will be cleared and graded within the right-of-way or easement; and
2. The existing grade or slope in the road right-of-way or easement does not exceed 12 percent; and
3. The work **will** not intercept a stream or wetland or otherwise impact natural surface drainage as set forth in County Code regarding Sensitive Areas and the Surface Water Design Manual; and
4. Plans do not include a **retention/detention** facility within the right-of-way; and
5. The work is required of a short plat development, or a **right-of-way** use permit and involves less than 100 lineal feet of existing public road improvement; and
6. King County standard drawings, submitted with required permits, are sufficient to describe the improvement to be constructed.

1.08 Variances

- A. Variances from these Standards may be granted by the Engineer upon evidence that such variances are in the public interest and that requirements for safety, function, fire protection, appearance and maintainability based upon sound engineering judgement are fully met. Detailed procedures for requesting variances and appealing variance decisions are contained in an administrative rule available from the County Road Engineer. Variance requests for subdivisions should be proposed at preliminary plat stage and prior to any public hearing. Variances must be approved prior to approval of the engineering plans for construction. Any anticipated variances from these Standards which do not meet the Uniform Fire Code shall also require concurrence by the King County Fire Marshal.
- B. Questions regarding interpretation of these Standards may be directed to the Reviewing Agency, Site Development Coordinator, at 296-6640 or the Roads and Engineering Services Variance Engineer at 296-3783.

1.09 Penalties and Financial Guarantees: Failure to comply with these Standards may result in denial of plan or development permit approval, revocation of prior approvals, legal action for forfeiture of financial guarantee, code enforcement, and/or other penalties as provided by law.

- A. CONSTRUCTION PERFORMANCE GUARANTEES: Any construction work on King County right-of-way (both maintained and unmaintained) other than Capital Improvement Projects or County maintenance work shall be guaranteed by a financial guarantee. All work on private road and drainage facilities required as a condition of a County approval process shall be guaranteed by a financial guarantee at the time of plat recording. The amount and form of the financial guarantee shall be determined by the Reviewing Agency. The minimum performance guarantee shall be \$1,000.00

The amount of the financial guarantee may be reduced during construction, as determined by the Reviewing Agency. At no time will the financial guarantee amount be reduced to less than 30 percent of the original amount or \$1,000.00, whichever is greater.

- B. MAINTENANCE PERFORMANCE GUARANTEES: The successful performance of the right-of-way improvements shall be guaranteed for a period of at least one year (or other period if updated by King County Code) from the latest date of either the acceptance or Final Construction Approval. The amount and form of the maintenance financial guarantee shall be determined by the Reviewing Agency. The minimum maintenance guarantee shall be \$1,000.00. Maintenance guarantees will not be required when the required performance guarantee is **\$1,000.00**.

1.10 Meaning of Terms

"Alley": A thoroughfare or right-of-way, usually narrower than a street, which provides access to the rear boundary of two or more residential properties and is not intended for general traffic circulation; privately maintained.

"Auxiliary Lane": The portion of the roadway adjoining the traveled way for parking, turning or other purposes supplementary to through-traffic movement.

"Bulb": Round area for vehicle turnaround typically located at the end of a cul-de-sac street.

"Cul-de-sac": Short street having one end open to traffic and the other temporarily or permanently terminated by a vehicle turnaround.

"Design Speed": The speed approved by the Reviewing Agency or the Engineer for the design of the physical features of a road as established by Sections 2.03 and 2.04 for residential and commercial access streets or equal to 10 miles per hour above the current or expected posted speed limit for arterials.

"Developer": Any person, firm, partnership, association, joint venture or corporation or any other entity who undertakes to improve residential, commercial, or industrial property or to subdivide for the purpose of resale and profit.

"Driveway": A privately maintained access to residential, commercial or industrial properties.

"Engineer": King County Road Engineer, having authorities specified in RCW 36.75.050 and 36.80, or **his/her** authorized representative.

"Eyebrow": A partial bulb located adjacent to the serving road that provides access to lots and serves as a vehicle turnaround.

"Half-Street": Street constructed along edge of development, utilizing a portion of the regular width of right-of-way and permitted as an interim facility pending construction of the other half of the street by the adjacent owner.

"Joint-Use Driveway Tract": A jointly owned and maintained tract or easement serving two properties.

"Landing": A road or driveway approach area to any **public** or private road.

"Loop": Road of limited length forming a loop, having no other intersecting road, and functioning mainly as direct access to abutting properties. A loop may be designated for one-way or two-way traffic.

"Off-Street Parking Space": An area accessible to vehicles, exclusive of roadways, sidewalks, and other pedestrian facilities, that is improved, maintained and used for the purpose of parking a motor vehicle.

"Pavement Width": Paved area on shoulder-type roads or paved surface between curb, thickened edge or gutter flow line on all other roads as depicted on Drawings 1-001 through 1-003, 1-005 and **1-006**.

"Pipe Stem": A strip of land having a width narrower than that of the lot or parcel to be served and is designed for providing access to that lot or parcel.

"Private Access Tract": A privately owned and maintained tract providing vehicular access to six or fewer **residential** properties.

"Private Street": A privately owned and maintained access provided for by a tract, easement or other legal means, typically serving three or more potential dwelling units.

"Professional Engineer": A professional civil engineer licensed to practice in the State of Washington.

"**Public** Street": **Publicly** owned facility providing access, including the roadway and **all** other improvements, inside the right-of-way.

"Reviewing Agency": King County Department of Development and Environmental Services or its successor agency for plats and proposed developments.

"Right-of-**Way**": Land, property, or property interest (e.g., an easement), usually in a strip, acquired for or devoted to transportation purposes.

"Road": A facility providing public or private access including the roadway and all other improvements inside the right-of-way.

"Road" and "Street" will be considered interchangeable terms for the purpose of these Standards.

"Roadway": Pavement width plus any non-paved shoulders.

"Resource Lands": Areas so designated in King County Comprehensive Plan and as implemented through community plans and area zoning; characterized by long-term agriculture, forestry, and mining.

"Rural Areas": Areas so designated in King County Comprehensive Plan, and as implemented through community plans and area zoning; characterized by long-term low density of development.

"Shoulder": The paved or unpaved portion of the roadway outside the traveled way that is available for emergency parking or non-motorized use.

"Traffic Engineer": King County Traffic Engineer responsible for design, operation and maintenance of traffic control devices.

"Transitional Areas": Areas so designated in the King County Comprehensive Plan; characterized by low density but earmarked for redesignation through a community plan as either a rural or an urban area.

"Traveled Way": The part of the road made for vehicle travel excluding shoulders and auxiliary lanes.

"Urban Areas": Areas so designated in King County Comprehensive Plan, and as implemented through community plans and area zoning; characterized by denser commercial/industrial and residential development.

"Utility": A company providing public service such as gas, electric power, telephone, telegraph, water, sewer, or cable television, whether or not such company is privately owned or owned by a governmental entity.

- 1.11 Severability:** If any part of these King County Road Standards as established by ordinance shall be found invalid, all other parts shall remain in effect.